



Form. No. RPPL-F-147
 AMDT No. 10
 Page No. 1 of 12
 Issue Date: 08/07/2022

**APPLICATION AND REPORT FORM FOR:
 TRAINING, SKILL TEST & PROFICIENCY CHECK FOR
 MPL, ATPL, TYPE & CLASS RATINGS,
 & PROFICIENCY CHECK FOR IRs
 (MULTI-PILOT AEROPLANES & SINGLE-PILOT
 HIGH-PERFORMANCE COMPLEX AEROPLANES)
 (EU PART-FCL Appendix 9 Compliant)**

NOTE: It is an offence for a person to make, procure to be made, or assist in making any false representations for the purpose of procuring for any reason the issue, validation, extension or re-issue of a licence or the issue, renewal or revalidation of a rating, authorisation or certificate, whether for that person or any other person.

Please complete this form in BLOCK CAPITALS having read the guidance notes attached to this form.

1. APPLICANT DETAILS

Surname: First Name(s):

Type of Licence held: Licence No.: Date of Birth (dd/mm/yyyy):

Permanent address (to be entered on the licence):
 Postcode:

Contact Tel. No.: E-mail address:

Address for correspondence (if different from above):
 Postcode:

2. PURPOSE OF THE SKILL TEST / PROFICIENCY CHECK (tick as applicable)

Skill Test:		Proficiency Check:		IR:	
Type rating issue	<input type="checkbox"/>	Conversion of a Type rating from a third country licence	<input type="checkbox"/>	Type rating revalidation	<input type="checkbox"/>
ATPL(A) issue	<input type="checkbox"/>	Removal of third country restriction from a type rating	<input type="checkbox"/>	(Expiry date of current rating)/...../.....	IR revalidation
MPL Issue	<input type="checkbox"/>	Validation of a third country licence	<input type="checkbox"/>	Type rating renewal	<input type="checkbox"/>
Extend existing type rating privileges to SP*/ MP* Ops (* delete as applicable)	<input type="checkbox"/>		<input type="checkbox"/>	(Expiry date of previous rating)/...../.....	IR renewal
					Cat II/III
					Operator:.....

Aeroplane Type: Test condition: Single pilot Ops Multi-pilot Ops

3. APPLICATION & DECLARATION

Note: Applications for the issue of an ATPL, MPL or Validation of a 3rd country licence must be made using the respective application forms available at www.iaa.ie

I hereby apply for (Tick✓):
 Issue / Removal of 3rd country restriction / Conversion of a 3rd country type rating / extension of type rating privileges
 Revalidation / Revalidation i.a.w. FCL.740(b)(3) (Flight Test Rating holders ONLY)
 Renewal / Renewal i.a.w. FCL.740(b)(3) (Flight Test Rating holders ONLY)

of the type rating indicated in Section 2 above;

I declare that the information provided on this form is true to the best of my knowledge and belief.

Signature of Applicant: Date:

For IAA Use Only:			
Application Review :	Issue <input type="checkbox"/>	Do not Issue <input type="checkbox"/>	
Type Rating Issued:		Expiry Date:	
Restrictions:			
Approved by IAA Authorised Officer (Name):			
Signature:		Date:	



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Name of Applicant:	Date of Birth (dd/mm/yyyy)
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4. COURSE COMPLETION CERTIFICATE (for Issue or Renewal of a Type rating only)

(Tick ✓ as applicable) *Delete as applicable

I certify that (Name) has met all pre-requisites for training established in EU Part-FCL and Part-MED, and has:

- completed a course of training, including*/excluding* MCC), for the initial issue of a type rating in accordance with Part-FCL, or
- completed a course of refresher training for the renewal of a type rating, or
- been assessed, and a determination made, that no refresher training is required for the renewal of the type rating.

Date Course Commenced: Date Course Completed:

A.	Theoretical Knowledge Training & Exam:	From (Date): To (Date): Location:
		Hours completed: Date of Exam: Mark obtained (%):

B.	FSTD Training:	From (Date): To (Date): Location:
		FFS training (Hours): As PF: As PNF: FSTD ID No.(s):
		FTD training (Hours): As PF: As PNF: FSTD ID No.(s):
		OTD training (Hours): As PF: As PNF: FSTD ID No.(s):
		MCC training (if combined with type rating course):

C.	Recommendation for Skill Test	Recommended by (Name): Lic. No.:
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D.	Flight Training:	In the aircraft <input type="checkbox"/> In the FSTD (for ZFTT only): <input type="checkbox"/>
		Date: Aircraft Type: A/C Registration or FSTD ID code:
		No. of Take-offs: No. of Landings: Training Aerodrome(s) used:
		Off-Blocks: On-blocks: Total Flight time at the controls:
	FOR ZFTT only:	Name of Commercial Air Transport Operator: (Applicant experience on similar types: A/C Type: Flt time: Route Sectors: A/C Type: Flt time: Route Sectors:

E.	ATO Details:	ATO Name: ATO No.:
		Name of Head of Training or Authorised Signatory: Position:
		Signature of Head of Training or Authorised Signatory: Date:
		Note: Where flight training at 'D' above is completed in the aircraft, and performed under the responsibility of a second ATO, or with an EU AOC holder holding specific approval, the following details must be completed by that organisation.
		ATO/AOC Name: ATO/AOC No.:
		Name of Head of Training or Authorised Signatory: Position:
		Signature of Head of Training or Authorised Signatory: Date:



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5. EXAMINER DECLARATION – SEE FCL.1030

I confirm that:

1. Communication with the applicant can be established without language barriers;
2. I have received information from the applicant regarding his/her experience and instruction, and found that experience and instruction to comply with the applicable requirements in Part-FCL;
3. The applicant complies with all the qualification, training and experience requirements of Part-FCL for the issue, validation, revalidation or renewal of the licence and/or type rating and/or IR for which this skill test or proficiency check is taken;
4. I have made the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.
5. I have reviewed and applied the national procedures and requirements of the applicant's competent authority contained in the latest version of the Examiner Differences Document (only applicable where the competent authority responsible for the applicant's licence is not the same that issued the examiner's certificate);
6. I have made the applicant aware of his or her right of appeal to the result of the skill test / proficiency check.

Attempt 1: Examiner Signature:	Date:
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Attempt 2: Examiner Signature:	Date:
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5a. EXAMINER DECLARATION – Cross crediting under FCL.625.A IR(A)(b)

Provided that within the preceding 12 months the applicant has met the requirements of FCL.625.A IR(A)(b) & ANNEX I (Part-FCL): Appendix 8; A - cross-crediting may be claimed for revalidation or renewal of the IR/SPA: State the other type/class rating for which an LPC including IR as applicable was completed and the expiry date of that rating: Type or Class Rating:

Expiry of Rating: **Examiner Signature:** **Date:**

6. SKILL TEST / PROFICIENCY CHECK DETAILS – FIRST ATTEMPT ONLY

I hereby certify the conduct of a: **SKILL TEST** **PROFICIENCY CHECK**

A/C or FSTD Type (incl. variant):	A/C Registration or FSTD ID No.:		
Date:	Off Blocks/Start:	On Blocks/Finish:	Total Time:

RESULT: **PASS** **PARTIAL PASS** **FAIL**

(Note: if the test is stopped because the Examiner considers that the applicant's demonstration of flying skill requires a complete re-test, the result must be recorded as a Fail)

New type rating validity date:	IR privileges: Cat I <input type="checkbox"/> Cat II/III <input type="checkbox"/>	Type/IR rating invalid until successful completion of further Test or Check <input type="checkbox"/>
.....	PBN privileges: RNP APCH completed Yes <input type="checkbox"/> No <input type="checkbox"/>	

For Revalidation of Multi-engine Type Rating ONLY: (Tick✓ as applicable)

The candidate has completed at least 10 route sectors as pilot of the relevant type during the period of validity of the rating, **OR**

The candidate has completed 1 route sector, flown during this proficiency check, **OR**

The candidate has completed a combined LPC/OPC i.a.w. FCL.740.A(a)(3)

Examiner Name:	Examiner Certificate No.:	Expiry Date:
Examiner Signature:		

I acknowledge the result of the skill test / proficiency check detailed above

Applicant Signature:

EXAMINER REPORT (complete for Partial Pass or Fail only)

Minimum further training requirement prior to re-test (if applicable): Flight: Hrs. Ground: Hrs.



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7. SKILL TEST / PROFICIENCY CHECK DETAILS – SECOND ATTEMPT ONLY

I hereby certify the conduct of a: **SKILL TEST** **PROFICIENCY CHECK**

A/C or FSTD Type (incl. variant):	A/C Registration or FSTD ID No.:	Date:	Off Blocks/Start:	On Blocks/Finish:	Total Time:
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RESULT: **PASS** **FAIL**

(Note: if the test is stopped because the Examiner considers that the applicant's demonstration of flying skill requires a complete re-test, the result must be recorded as a Fail)

New type rating validity date:	IR privileges: Cat I <input type="checkbox"/> Cat II/III <input type="checkbox"/>	Type/IR rating invalid until successful completion of further Test or Check <input type="checkbox"/>
	PBN privileges: RNP APCH completed Yes <input type="checkbox"/> No <input type="checkbox"/>	

For Revalidation of Multi-engine Type Rating ONLY: (Tick✓ as applicable)

The candidate has completed at least 10 route sectors as pilot of the relevant type during the period of validity of the rating, **OR**

The candidate has completed 1 route sector, flown during this proficiency check, **OR**

The candidate has completed a combined LPC/OPC i.a.w. FCL.740.A(a)(3)

Examiner Name:	Examiner Certificate No.:	Expiry Date:
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Examiner Signature:

I acknowledge the result of the skill test / proficiency check detailed above

Applicant Signature:

EXAMINER REPORT (complete for Fail only)

Minimum further training requirement prior to re-test (if applicable): Flight: Hrs. Ground: Hrs.

8. CONTENT OF THE TRAINING, SKILL TEST / PROFICIENCY CHECK

- (a) The following symbols mean:
- P = Trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating as applicable.
 - OTD = Other training devices may be used for this exercise
 - X = An FFS shall be used for this exercise, otherwise an aeroplane shall be used if appropriate for the manoeuvre or procedure.
 - P# = The training shall be complemented by supervised aeroplane inspection.
- (b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (→).
- The following abbreviations are used to indicate the training equipment used:
- A = Aeroplane
 - FFS = Full Flight Simulator
 - FTD = Flight Training Device
 - OTD = Other Training Devices
- (c) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.
- (d) Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise or a choice where more than one exercise appears.



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MULTI-PILOT AEROPLANES & SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL / MPL / TYPE-RATING SKILL TEST OR PROFICIENCY CHECK					
	Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in: 'FSTD' or 'A'	1 st Attempt		2 nd Attempt	
						Pass	Fail	Pass	Fail

SECTION 1 *Insert examiner's initials only*

1 – FLIGHT PREPARATION									
1.1	Performance calculation	OTD P							
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	OTD P#	P						
1.3	Cockpit inspection	P→	→						
1.4	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P→	→		M				
1.5	Taxiing in compliance with air traffic control or instructions of instructor	P→	→						
1.6	Before take-off checks	P→	→		M				

SECTION 2

2. TAKE-OFFS									
2.1	Normal take-offs with different flap settings, including expedited take-off	P→	→						
2.2*	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne	P→	→						
2.3	Crosswind take-off	P→	→						
2.4	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P→	→						
2.5	Take-offs with simulated engine failure:								
2.5.1*	shortly after reaching V2 (In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above the runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2)	P→	→						
2.5.2*	between V1 and V2	P	X		M FFS Only				
2.6	Rejected take-off at a reasonable speed before reaching V1.	P→	→		M				

SECTION 3

3. FLIGHT MANOEUVRES & PROCEDURES									
3.1	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P→	→						
3.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P→	→						
3.1.2	Steep turns using 45° bank, 180° to 360° left and right	P→	→						



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	FSTD	A	Instructor initials when training completed	Tested or checked in: 'FSTD' or 'A'	1 st Attempt		2 nd Attempt	
					Pass	Fail	Pass	Fail
Manoeuvres/Procedures								
3.1.3 Turns with and without spoilers	P→	→						
3.1.4 Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P→	→						
3.2 Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P→	→X An aeroplane shall not be used for this exercise		FFS only				
3.3 Normal operation of systems and controls engineer's panel (if applicable)	OTD P→	→						
3.4 Normal and abnormal operations of following systems	M A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive							
3.4.0 Engine (if necessary propeller)	OTD P→	→						
3.4.1 Pressurisation and air conditioning	OTD P→	→						
3.4.2 Pitot / static system	OTD P→	→						
3.4.3 Fuel system	OTD P→	→						
3.4.4 Electrical system	OTD P→	→						
3.4.5 Hydraulic system	OTD P→	→						
3.4.6 Flight control and trim-system	OTD P→	→						
3.4.7 Anti-icing / de-icing system, glare shield heating	OTD P→	→						
3.4.8 Autopilot / flight director	OTD P→	→		M (single-pilot only)				
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P→	→						
3.4.10 Ground proximity warning system, weather radar, radio altimeter, transponder	P→	→						
3.4.11 Radios, navigation equipment, instruments, FMS	OTD P→	→						
3.4.12 Landing gear and brake	OTD P→	→						
3.4.13 Slat and flap system	OTD P→	→						
3.4.14 Auxiliary power unit (APU)	OTD P→	→						



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		FSTD	A	Instructor initials when training completed	Tested or checked in: 'FSTD' or 'A'	1 st Attempt		2 nd Attempt
					Pass	Fail	Pass	Fail
3.6 Abnormal and emergency procedures					M A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive→			
3.6.1	Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation	P→	→					
3.6.2	Smoke control and removal	P→	→					
3.6.3	Engine failures, shutdown and restart at a safe height	P→	→					
3.6.4	Fuel dumping (simulated)	P→	→					
3.6.5	Wind shear at take-off / landing	P	X		FFS Only			
3.6.6	Simulated cabin pressure failure / emergency descent	P→	→					
3.6.7	Incapacitation of flight crew member	P→	→					
3.6.8	Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual (AFM)	P→	→					
3.6.9	TCAS event	OTD P→	An aeroplane shall not be used		FFS Only			
3.7 Upset recovery training								
3.7.1	Recovery from stall events in: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; and – landing configuration.	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise					
3.7.2	The following upset exercises: – recovery from nose-high at various bank angles; and – recovery from nose-low at various bank angles	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise		FFS Only			
3.8 Instrument flight procedures								
3.8.1*	Adherence to departure and arrival routes and ATC instructions	P→	→		M			
3.8.2*	Holding procedures	P→	→					
3.8.3* 3D operations to DH/A of 200 ft (60m) or to higher minima if required by the approach procedure								
<i>(Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 3.8.3.1 in case of such AFM limitation).)</i>								
3.8.3.1*	Manually, without flight director	P→	→		M (Skill test only)			
3.8.3.2*	Manually, with flight director	P→	→					
3.8.3.3*	with auto-pilot		P→	→				



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	Manoeuvres/Procedures	FSTD	A	Instructor initials & date training completed	Tested or checked in: 'FSTD' or 'A'	1 st Attempt		2 nd Attempt	
Pass						Fail	Pass	Fail	
3.8.3.4* Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting: (i) before passing 1 000 ft above aerodrome level; and (ii) after passing 1 000 ft above aerodrome level.	P→	→			M				
<p>Note: In aeroplanes which are not certificated as transport category aeroplanes (JAR/ FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the 2D approach in accordance with 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height/ altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with exercise 3.8.3.4.</p>									
3.8.4* 2D operations down to MDH/A	P*→	→			M*				
3.8.5 Circling approach under the following conditions: (a)* approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: (b) circling approach to another runway at least 90° off centreline from final approach used in item (a), at the authorised minimum circling approach altitude. Remark: If (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed	P*→	→							
3.8.6 Visual approaches	P→	→							
SECTION 4									
4. MISSED APPROACH PROCEDURES									
4.1 Go-around with all engines operating* during a 3D operation on reaching decision height	P*→	→							
4.2 Go-around with all engines operating* from various stages during an instrument approach	P*→	→							
4.3 Other missed approach procedures	P*→	→							
4.4* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P*→	→			M				
4.5 Rejected landing with all engines operating: – from various heights below DH/MDH; – after touchdown (balked landing) In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P→	→							



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	Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in: 'FSTD' or 'A'	1 st Attempt		2 nd Attempt	
Pass						Fail	Pass	Fail	
SECTION 5									
5. LANDINGS									
5.1 Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	P								
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position	P→	An aeroplane shall not be used for this exercise			FFS only				
5.3 Crosswind landings (aircraft, if practicable)	P→	→							
5.4 Traffic pattern and landing without extended or with partly extended flaps and slats	P→	→							
5.5 Landing with critical engine simulated inoperative	P→	→			M				
5.6 Landing with two engines inoperative: - aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM; and - aeroplanes with 4 engines: two engines at one side	P	X			M FFS only (Skill test only)				

General remarks:

Special requirements for the extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m), i.e. CAT II/III operations

SECTION 6									
Additional authorisation on a type rating for instrument approaches down to a DH of less than 60 m (200 ft) (CAT II/III)									
The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft.). During the following instrument approaches and missed approach procedures, all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft.) shall be used.									
6.1* Rejected take-off at minimum authorised runway visual range (RVR)	P*→	→X An aeroplane shall not be used for this exercise			M*				
6.2* CAT II/III approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed	P→	→			M				



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Name of Applicant:

Date of Birth (dd/mm/yyyy)

MULTI-PILOT AEROPLANES & SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL / MPL / TYPE-RATING SKILL TEST OR PROFICIENCY CHECK	1 st Attempt		2 nd Attempt	
	Manoeuvres/Procedures	FSTD	A		Instructor initials when training completed	Pass	Fail	Pass
6.3* Go-around: after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH, and go-around with simulated airborne equipment failure.	P→	→		M*				
6.4* Landing(s): with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.	P→	→		M				

Note: CAT II/III operations shall be performed in accordance with the applicable air operations requirements.

Note: FCL.605 IR — Privileges requires:

“In the case of a multi-engine IR, these privileges may be extended to decision heights lower than 200 feet (60 m) when the applicant has undergone specific training at an ATO and has passed section 6 of the skill test prescribed in Appendix 9 to this Part in multi-pilot aircraft “

If section 6 of the Skill Test / Proficiency Check is completed, please give details of Low Visibility Operations below.

Low Visibility Operations (LVO)

(Additional authorisation on a Type Rating for instrument approaches down to a DH of less than 60 m (200 ft) (CAT II/III))

Name of ATO providing specific LVO training:

Name of Air Operator approved for Low Visibility Procedures:

Approving Competent Authority:

Specify Air Operator's

Low Visibility Approvals:

(see Air Operator Ops Spec)



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**APPLICATION AND REPORT FORM FOR:
TRAINING, SKILL TEST & PROFICIENCY CHECK FOR
MPL, ATPL, TYPE & CLASS RATINGS,
& PROFICIENCY CHECK FOR IRs
(MULTI-PILOT AEROPLANES & SINGLE-PILOT
HIGH-PERFORMANCE COMPLEX AEROPLANES)
(EU PART-FCL Appendix 9 Compliant)**

9. GUIDANCE NOTES

Section 1: Applicant Details – to be completed by the applicant.

Section 2: Purpose of the Skill Test / Proficiency Check – to be completed by the applicant. **Note:** if a test/check is to be completed for both SP and MP privileges, a separate form must be completed for each test/check.

A skill test may also serve as a revalidation or renewal Proficiency Check for the applicant's IR.

Section 3: Application & Declaration . to be completed by the applicant.

Section 4: Course Completion Certificate – to be completed, as applicable, by the ATO Head of Training or authorised signatory for initial issue or renewal of a type rating. An ATO Course Completion Certificate will be accepted in lieu of this section provided it contains the same information.

Section 5: Examiner Declaration – to be completed by the Examiner(s) that conduct the Test/Check, and re-test if applicable.

Section 6: Skill Test / Proficiency Check Details(1st Attempt only) – to be completed by the Examiner that conducts the 1st attempt only. If the result of the test/check is a Partial Pass or Fail, the Examiner report must be completed – the report can be continued on a separate sheet of paper if necessary.

Section 7: Skill Test / Proficiency Check Details (2nd Attempt only) – to be completed by the Examiner that conducts the 2nd attempt (re-test following Partial Pass) only. If the result of the re-test is a Fail, the Examiner report must be completed – the report can be continued on a separate sheet of paper if necessary.

Section 8: Content of the Training, Skill Test / Proficiency Check – to be completed by the Instructor(s) and Examiner(s), as applicable.

The Examiner(s) should annotate **PASS** or **FAIL** against each item tested in the 'Attempt 1' box as applicable'. If an item is passed, complete the 'Examiner Initials and date completed' box. If an item is failed, do not initial or date the box. On a re-test annotate **PASS** or **FAIL** in 'Attempt 2 box' and sign and date in the 'Examiners Initials and date completed' box. A different Examiner may conduct Attempt 2. All items in Attempt 1 must be completed before starting Attempt 2.

Full details on the conduct of the Test/Check, specific requirements for the Test/Check, pass marks, test tolerances and content of the Training, Skill Test/Proficiency Check are set out in Appendix 9 of the Aircrew Regulation (Commission Regulation (EU) No. 1178/2011 (as amended)).

To establish or maintain PBN privileges one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

If Section 6 (Low Visibility Operations) of the Skill Test / Proficiency Check is completed, the additional ATO/Air Operator details must be given.

Section 10: Submission Instructions – Note: Failure to submit all required documentation may result in the return of your application

10. SUBMISSION INSTRUCTIONS

Send the completed application form to: Personnel Licensing Office, Irish Aviation Authority, The Times Building, 11-12 D'Olier Street, Dublin 2, Ireland.

Please enclose the following:

- Copy of the EU-FSTD Qualification Certificate(s) for each device used for training and/or skill test
- Complete copy of the Examiner's valid Part-FCL Pilot licence (if held) and Part-FCL Examiner Certificate
- Copy of the Notification of Test confirmation email with the declaration signed by the Examiner.

If Applicable

- Complete copy of the ATO Approval Certificate, including attachments/appendices (**Issue or renewal only**).
- ATO Course completion certificate (if Section 4 is not completed) (**Issue or renewal only**).
- MCC Course Completion Certificate & ATO Approval Certificate (or evidence of exemption) unless combined with Type rating course (**Issue of 1st MPA type rating only**).
- Copy of ZFTT agreement between ATO and AOC holder, where the ATO is not also an AOC holder (**ZFTT courses only**)
- Completed payment form (if paying by credit / debit card), or cheque / postal order (**Issue, conversion or removal of 3rd country restriction or extension of type rating privileges only**).
- copy of the applicant's signed rating page (**revalidation only**)
- Copy of ICAO flight crew licence with Type rating endorsement (Temporary licences/certificates are NOT accepted) (**Conversion of 3rd country type rating only**)
- Evidence of 500 hours flying experience on type (Logbook(s) or letter from Operator) (**Removal of 3rd country restriction only**).

PAYMENT FORM ON REVERSE



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**APPLICATION AND REPORT FORM FOR:
TRAINING, SKILL TEST & PROFICIENCY CHECK FOR
MPL, ATPL, TYPE & CLASS RATINGS,
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(MULTI-PILOT AEROPLANES & SINGLE-PILOT
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(EU PART-FCL Appendix 9 Compliant)**

PAYMENT FORM

Full details of fees charged and levied by the IAA are published in the Irish Aviation Authority (Fees) Order, (SI 523 of 2015) which can be viewed on the IAA website (www.iaa.ie).

I am paying by:- CREDIT / DEBIT CARD CHEQUE POSTAL ORDER

- PLEASE DO NOT SEND CASH -

Please make cheques payable to 'Irish Aviation Authority'.

Please note that we do not accept **AMERICAN EXPRESS** or **DINERS CARD**.

If paying by credit or debit card please complete the information required below (in block capitals). **Note: All card details are destroyed upon completion of the transaction.**

Name of Card holder (as stated on the card) _____

Card Number

Valid from: / Expiry Date /

Security Code (last 3 digits on signature strip on reverse of card)